

The Connecticut General Assembly
Hearing of the Environment Committee
March 16, 2009

Testimony of Scott Henderson,
Manager of Government Relations
Covanta Energy

Good morning, Co-chairs and members of the committee. Thank you for providing us an opportunity to testify before you. My name is Scott Henderson and I'm the Manager of Government Relations for Covanta Energy. With me is Cheryl Thibeault, Business Manager of Covanta Mid-Connecticut and Covanta Projects of Wallingford.

Covanta Energy is the world's largest energy from waste company and is proud to offer an environmentally sound solution to communities' solid waste disposal needs. With 35 facilities in 18 States, Covanta uses municipal solid waste as a fuel to generate clean, renewable energy, while reducing greenhouse gases.

We currently operate four of the six energy from waste facilities in the state of Connecticut. Together we dispose of 3,759 tons of waste a day and we generate 112 MW of clean renewable energy.

We have concerns about Bill #6550. DEP currently has the authority to do waste inspections to protect the environment as well as the health and safety of the citizens of Connecticut.

We believe this bill establishes duplicative and conflicting inspection authority. Most of our energy from waste facilities in Connecticut employ waste inspectors which enforce current state regulations as well as verify deliveries are from contracted communities. All waste volumes and communities of origin are reported quarterly to the DEP.

Haulers want to be able to get into a facility and then get back out quickly to service their route customers; we feel this bill has the potential to create large bottle necks spilling out onto local roads. Extended wait times will impact municipal budgets and may reduce actual volumes of waste accepted daily and could ultimately result in haulers seeking alternative (out of state) disposal options.

There is already a system in place to make sure that waste received by these facilities is coming in from the proper locations. Scale houses at all facilities have a list of permitted haulers and trucks that they allow in. If an unpermitted truck or unpermitted hauler tries to enter the facility they are turned away.

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This bill only applies to non-CRRA contracted communities imposing additional regulations and burdens. We oppose regulatory programs for just one segment of a population or industry, and believe that DEP currently has the authority they need.

We have questions on how this inspection cost will be funded. Any increase in license fees and taxes are a direct impact on our member communities and could directly inflate tip fees.

If regulation is enacted, we strongly believe DEP needs to maintain the authority in this legislation, not delegating to "the commissioner's duly authorized agent".

Thank you again for allowing us this opportunity to testify before you.